

**SECRET**

25X1

30 June 1956

Dear John:

Reference our discussion the other day. I am enclosing an adiabatic chart of the temperature conditions at Islamabad for 16 June 1956.

2 JUL 1956

Although I have been unable to establish the altitude being flown at the time of the overheat condition, it was probably in the vicinity of 65,000 feet. A quick reference to the chart will indicate that at that time the temperature was in the neighborhood of minus 54° centigrade. Incidentally, the pencil line indicates the pseudo-adiabatic condition at 6600', while the ink line indicates the condition at 15000'. Outside of a major change between 33,000 and 49,000 feet, there is every indication that the temperature lapse rate for the 15000' time was within 2° of that recorded at 6600'. You will notice that there is an inversion between 64,000 feet and 79,000 feet. However, even in the vicinity of 70,000 feet the temperature was still minus 52° centigrade (no appreciable change).

Reference my request for weekly status report of engines in your possession. I would appreciate it if you would start these 9 July 1956 sending reports every Monday with the status being reported as of close of business the preceding week.

Sincerely,

Enclosure:  
Pseudo-adiabatic chart

HAM:vt (30 June 1956)

Dist: Orig &amp; 1 [redacted] (Pratt &amp; Whitney)

cc - Prof Director, cy 3

- [redacted] cy 4

- LO, cy 5

Contracts, cy 6

Arson, cy 7

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